

**TO: ADVISORY COUNCIL**

**FROM: WENDY ALFSEN**

**DRAFT MTC ADVISORY COUNCIL Recommendations re RTP2035 Investment Strategies**

In light of global warming climate change and California's AB 32 requirement (returning to 1990 emission levels by 2020) and commitment to an 80 percent reduction by 2050, the Advisory Council recommends that the MTC commit to timely achievement of these targets as the focus of RTP2035. In order to do so:

- Calculate investment benefits using contribution to meeting 2020 and 2050 reduction targets. This would also replace the regional travel demand model in its quantitative project performance evaluation inasmuch as the regional travel demand model favors increased VMT over person throughput.
- Subject Committed as well as Uncommitted project investments to the above 2020/2050 reduction target compliance evaluation process and specifically agree in the RTP2035 to reevaluate any committed projects which do not comply with an AB 32 baseline (to be defined as part of the AB32 evaluation process).
- Measure delay reduction not by vehicle but by time/length of person trip as the delay performance objective.
- Measure fatalities and injuries not number of collisions as the safety performance objective, using CHP \$ values for injuries and deaths in cost
- Measure actual VMT reduction not reduction in cost per VMT such that the negative impact on VMT is also reflected in the Benefit Cost (COST/VMT has no relation to AB32 compliance)
- Direct user cost (vehicle operating or ownership) is not related to any of the performance objectives or vision of RTP 2035 and should therefore be eliminated
- Calculate Transit CO2 reduced Tons by mode shift of riders (#VMT avoided) not just by bus vehicle emissions

## AGENDA ITEM 8

- Do not weigh delay reduction over reductions in particulate matter emissions, carbon dioxide emissions and fatalities and injuries in calculating benefits
- CO2 specific findings to be based on Annual VMT reduced and Cost per VMT reduced not just on tons and cost/ton reduced in order to take into account impact on project on VMT to be clearly demonstrated in Project Performance Assessment
- Show Project Performance Assessment graph Number of Goals Addressed on Vertical and Benefit/Cost on horizontal axis and show VMT reduction rather than Annual Project Benefit
- MTC to seek change in CTC policy to expand STIP/SLPP from limit to highway/transit expansion

In Investment Packages adopt Transportation & Land Use Coalition Investment Proposal A plus an equal amount for pedestrian programs if RBN replaces RPBP (\$2 B) in the Efficiency section, particularly in recognition of fact that 20% of Bay Area motor vehicle fatalities are pedestrian, that 25% of all trips are 1 mile or less in length (& can be made by walking rather than driving with an investment in pedestrian infrastructure). This is a variation of the staff Option 2 Investment Package.